

The China Mail.

Established February, 1845.

VOL. XLVII. No. 8904.

號十月八年一十九百八千一英

HONGKONG, MONDAY, AUGUST 10, 1891.

日六初月七年卯辛

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STEPHEN & Co., 30, Cornhill. GORDON & GORGE, Ludgate Circus, E.C. BATES & CO., 37, Walbrook, E.C. SAMUEL DODSON & Co., 150 & 154, London Wall, E.C. W. M. WILDE, 151, Cannon Street, E.C. ROBERT WADSWORTH, 15, Fleet Street.

PARIS AND LILLE.—ANDREE PRINCE, Rue Lafayette, Paris.

NEW YORK.—J. REWELL HARRIS, The CHINESE EVANGELIST OFFICE, 62, West 22d Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BEAN & BLACK, San Fran-

cisco, and New Zealand.—GORDON & GOTCH, Mil-

bourne, and Sydney.—H. M. S. CO., The

DEYTON, 10, M. S. CO., Calcutta.

SINGAPORE, STRAITS, &c.—SAVILLE & Co., Singapore, Singapore, G. B. BROWNE & Co., Manila.

CHINA.—MUNOZ, A. A. P. CHUA, AMY,

N. MOAILE, Foochow, HEDGE & Co., Shanghai, LAKE, CRAWFORD & Co.,

and KELLY & WALSH, Yokohama,

LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$9,290,677.07
RESERVE FUND.....\$6,500,596.31
RESERVE LIABILITY OF.....\$9,290,677.07
PROPRIETORS.....\$9,290,677.07

COURT OF DIRECTORS,
Chairman—J. S. MOSES, Esq.
Deputy Chairman—S. O. MICHAELSON, Esq.
T. E. DAVIES, Esq. ALEX. MCNAULIE,
C. J. HOLLIDAY, Esq.
H. HOFFMAN, Esq. L. P. POONERICK, Esq.
Hon. J. J. KESTWICK, D. R. SASSON, Esq.
E. L. WOOD, Esq.

CHIEF MANAGER.—
Hongkong.—F. DE BOVIS, Esq.
MANAGER.—
Shanghai.—J. P. WADE GARDNER, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
ON Current Deposit Accounts at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits.—
For 3 months, 5 per cent. per annum.
" 6 " 6 per cent. " "
" 12 " 8 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Debts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

F. DE BOVIS,
Chief Manager.
Hongkong, July 24, 1891. 363

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....£2,000,000.
PAID-UP CAPITAL.....£580,000.

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN
AND THE COLONIES.

THE BANK receives Money on Deposit; Buys and Sells Bills of Exchange, Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to had on application.

INTEREST ALLOWED ON DEPOSITS:

Fixed for 12 months, 5 per cent. per annum
" 6 " 6 per cent. "

ON CURRENT DEPOSIT ACCOUNTS 2 per cent. per annum on the Daily Balance.

E. W. BUTTER,
Manager.
Hongkong, September 4, 1891. 1362

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

The Hongkong and Shanghai Banking Corporation,
F. DE BOVIS,
Chief Manager.
Hongkong, August 1, 1891. 1315

NOTICES OF FIRMS.

MITSUI BUSSAN KAISHA
(Sole Agents for MIKE COAL MINE)
OPENED their BRANCH HOUSE in
SINGAPORE,
on 1st JULY INSTANT.

Tel Address—“MITSUI” Singapore.
New Building, Battery Road, Singapore,
18th July, 1891. 1495

NOTICE.

I SHALL CONTINUE to carry on
BUSINESS AT TAKOW and TAI-
PEI (Tung-tze) as MERCHANT and GENERAL
COMMISSION AGENT.

D. MONCRIEFF WRIGHT.
Taiwanco, 16th July, 1891. 1404

Intimations.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

AN EXTRAORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Company's Office, Victoria, Hongkong, on MONDAY, the 17th day of August, 1891, at 11.15 o'clock A.M., when the special Resolutions which were passed at the EXTRAORDINARY GENERAL MEETING held to-day will be submitted for confirmation.

SHEWAN & CO.
Temp. General Managers.
Hongkong, August 1, 1891. 1592

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTRY of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 8th to SATURDAY, the 22nd day of AUGUST CURRENT, (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors.

F. DE BOVIS,
Chief Manager.

Hongkong, July 30, 1891. 1598

SOCIETE FRANCAISE DES HOUILLES DE TOURANE.

IN accordance with Article 8 of the "Statute," the Court of Directors have decided that the THIRD and the LAST CALL of \$31.25 each on the SHARES of the Societe Francaise des Houilleres de Tourane will be PAYABLE at the AGENCEs of the BANQUE DE L'INDO-CHINE or the HONGKONG & SHANGHAI BANKING CORPORATION, at the following dates:—

LAST CALL of \$31.25 on the 15th August, 1891.

LAST CALL of \$31.25 on the 15th April, 1892.

The Bonds will certify the Receipt of Calls on the back of the Scrips; no Special Receipts will be granted.

SHAREHOLDERS wishing to Pay the LAST CALL before the 15th APRIL, 1892, will be allowed INTEREST at the Rate of 5 % per annum.

FULLY PAID SCRIPS will be issued to BEARERS or in their Names at the option of SHAREHOLDERS.

By Order of the Court of Directors,
ARNHOLD, KARBEG & Co.,
Agents.

NOTICE.

IN THE HIGH COURT OF JUSTICE,
IN BANKRUPTCY,
AT PRAYA CENTRAL, Hongkong.

TELEGRAPHIC instructions have been received from Mr. GEORGE WARFORD, Officer Registrar, High Court of Justice, London, authorizing the undersigned to act on his behalf in all matters relating to the above estate. All Creditors of the said firm at Hongkong are hereby requested to forward particulars of their claims to the undersigned, and all Debtors to the said firm are hereby notified that payment may only be made to the undersigned.

Dated this 11th day of July, 1891.

1430 DODWELL, CARLILL & Co.

PRIVATE BOARD & RESIDENCE.

MRS. FALCONER has VACANCIES for Gentleman Resident BOARDERS, at Kowloon, Victoria View.

Hongkong, July 15, 1891. 1388

THE BATHS OF TAKABADZUDA, KOKA, JAPAN, are found very beneficial in cases of liver, rheumatic and allied affections, nervous disorders and indigestion.

The Water belongs to the category of Saline Chalybeate, and Carbonated Mineral Water, of a high degree of concentration.

The Mountain's Pure and Bracing Air contributes largely to invigorate the system.

There is a comfortable HOTEL with an excellent CUISINE, where WINES, &c., of the best quality are kept.

MISS HUGHES, Manageress,

TAKABADZUDA, N. K. Koba.

1487

THE BANK receives Money on Deposit;

buys and sells Bills of Exchange,

Issues Letters of Credit, forwards Bills for Collection, and Transacts Banking and Agency Business generally, on terms to had on application.

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Fixed for 12 months, 5 per cent. per annum
" 6 " 6 per cent. "

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E. W. BUTTER,
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FIXED DEPOSIT at 5 PER CENT. per annum.

The Hongkong and Shanghai Banking Corporation,

F. DE BOVIS,
Chief Manager.

Hongkong, August 1, 1891. 1315

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PEI (Tung-tze) as MERCHANT and GENERAL

COMMISSION AGENT.

D. MONCRIEFF WRIGHT.

Taiwanco, 16th July, 1891. 1404

Business Notices.

JANE CRAWFORD & Co.
JUST LANDED—FIRST SUPPLY OF
NEW SEASONS



LANE, CRAWFORD & Co.

Hongkong, July 31, 1891. 1600

W. POWELL & Co.

Hongkong, August 5, 1891. 1566

A SPLENDID ASSORTMENT OF
ART MUSLINS, BORDERED &
UNBORDERED, CRETTONNES IN THE LATEST DESIGNS.
EX STEAMSHIP PENINSULAR.

W. POWELL & Co.

Hongkong, July 31, 1891. 1607

VICTORIA Hotel,
Praya and Queen's Road Central, Hongkong.

NOTICE.

THE CUISINE is under the best supervision and every luxury obtainable is supplied.

TERMS:—\$4 per day to \$80 per month, including Tramway Ticket.

885 THE PEAK HOTEL AND TRADING Co., Limited, Proprietors.

(ESTABLISHED 1875).

MOUTRIE, ROBINSON & Co.

(From J. BROADWOOD & Sons and COLLARD & COLLARD),
THE PIANO, ORGAN & MUSIC WAREHOUSE, UNDER HONGKONG HOTEL,
AND AT LONDON, SHANGHAI, KOBE AND YOKOHAMA.

PIANOS,
Specially made for this Climate and Guaranteed.

MONTHLY PAYMENTS ON HIRE.

TURNING and REPAIRS. Instruments made equal to new. Experience.

Machinery, trained men and guaranteed work.

OLD PIANOS TAKEN IN EXCHANGE. MUSIC, VIOLINS, BANJOS, STRINGS,
etc., etc.

10 YEARS EXPERIENCE in China, and the only Firm of trained and practical

people in the Far East, devoting themselves entirely to the MUSIC and MUSICAL

INSTRUMENT TRADE.

ROBERT LANG & Co.'s
NEW HATS.

BLACK, GREY AND BROWN FELTS,
SINGLE TERAI HATS,
(ALL SHADES).

STRAW AND PITH HATS.

Hongkong, June 4, 1891. 1127

INTIMATIONS.

THE CHINA MAIL.

Mails

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAY, AND THONGO YOKOHAMA, NO SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.—SATURDAY, Aug. 22. City of Peking, Aug. 12. City of Rio de Janeiro, THURSDAY, Oct. 8. City of San Fran., via CHINA, will be despatched for SAN FRANCISCO, the 22nd Aug., at 1 p.m., taking passengers and freight to Japan, the United States, and Europe.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
To San Francisco, Vancouver, Victoria, Esquimalt, New Westminster, Port Town... \$325.00
Send Seattle, Tacoma, Portland, Wash. O. ...
To Liverpool and London ... \$325.00
To Paris and Bremen ... \$345.00
To Havre and Hamburg ... \$335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval Military, Diplomatic, and Civil Services, to European officials in service in China and Japan, and to Government officials.

Passengers on this Line have the option of proceeding Overland by the Southern Pacific and connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:

4 months \$337.50
12 months \$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid their fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10% from Return Fare. This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Alsatia and inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Fright will be charged on board until 4 p.m. for all packages on sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agents of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.
Hongkong, July 30, 1891. 1530

Intimations.

NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS,
BY ERNEST J. EITEL, PH.D., TUBINGEN,
THIRD EDITION, REVISED, WITH ADDITIONS.

Price, \$1.50.
LANE, CRAWFORD & CO.
Hongkong, August 20, 1891.

PUBLICATIONS.

'CHINA MAIL' OFFICE.
CHINA REVIEW—published once in Two Months.

OVERLAND CHINA MAIL—for every Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,
6, Wyndham Street (behind the Club.)

A NY GIFT OF CHINCHING, Books, &c. will be respectfully received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debts contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

M. G. WARREY, British Barque, Capt. W. H. Smith.—Jardine, Matheson & Co. PORTLAND LLOYD, Amur Barque, Capt. H. T. FORBES.—Shewan & Co.

TROOP, British ship, Captain D. W. CORING—Government.

XEMA, American Barque, Captain L. D. SMITH.—Geo. K. Stevens & Co.

To-day's Advertisements.

GLEN LINE OF STEAM PACKETS.
FROM LONDON, PENANG AND SINGAPORE.

THE S. S. Glenyle, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY.

Cargo remaining undelivered after the 17th Instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 23rd Instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, August 10, 1891. 1563

To-day's Advertisements.

NOTICE.

NOTICE is hereby given that on the 7th instant, the Undersigned entered into PARTNERSHIP as SHARE AND GENERAL SHARERS, and intend to carry on Business under the Style of DANBY & POTTS.

All forward Contracts made by the Partners previous to the 7th instant will be carried out by them individually, and independently of the said Firm.

S. J. DANBY,
G. H. POTTS.

Hongkong, August 10, 1891. 1566

FOR SHANGHAI.

The Steamship Ningpo, Capt. R. Kinsler, will be despatched for the above Port TO-MORROW, the 11th Inst., at 4 p.m., instead of as previously notified.

For Freight or Passage, apply to SIEMSEN & CO., Hongkong, August 10, 1891. 1566

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship Glendale, Captain Grahame, will be despatched for the above Port TO-MORROW, the 11th instant, at 5 p.m.

For Freight or Passage, apply to SHEWAN & CO., Temporary General Managers.

Hongkong, August 10, 1891. 1562

GLEN LINE OF STEAM PACKETS.

FOR SHANGHAI.

The Steamship Glendale, Captain Duke, will be despatched for the above on WEDNESDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, August 10, 1891. 1561

FOR SINGAPORE, HAVRE AND HAMBURG.

(Taking cargo at through rates to ANTEWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)

The Steamship Daphne, Captain Voss, will be despatched for the above on WEDNESDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, August 10, 1891. 1567

STEAM TO STRAITS AND BOMBAY.

(Calling at COLOMBO.)

The P. & O. S. N. Co.'s Steamer Glendale, Captain F. J. Jephcott, will leave for the above place on WEDNESDAY, the 19th instant, at Noon.

E. L. WOODIN, Superintendent.

Hongkong, August 10, 1891. 1568

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s Steamship Mirapore, Captain R. Harvey, with the outward Mail, is expected to arrive here on FRIDAY EVENING, the 14th instant, and will have quick despatch for the above Port.

E. L. WOODIN, Superintendent.

Hongkong, August 10, 1891. 1567

STEAM TO STRAITS AND BOMBAY.

(Calling at COLOMBO.)

The P. & O. S. N. Co.'s Steamer Glendale, Captain F. J. Jephcott, will leave for the above place on SATURDAY, the 22nd instant, at Daylight.

E. L. WOODIN, Superintendent.

Hongkong, August 10, 1891. 1564

SHIPPING.

ARRIVALS.

August 9, 1891.

China, American steamer, 5,200, Sabay, San Francisco July 18, and Yokohama Aug. 4, Manila and General. —P. M. S. S. O.

Gavial, British steamer, 2,733, J. F. Jefferis, Bombay Aug. 23, and Singapore Aug. 3, General. —P. & O. S. N. Co.

Sunking, British steamer, from Whampoa.

Peking, German steamer, 254, F. Schulz, Shanghai Aug. 11, General.—S. S. S. O.

On the 8th inst., wind S. W. to S. S. W., strong breeze and thick rain.

The German steamer Peking reports: On examining the chief water on the English market with a view of making a selection, one is struck with the fact that a newly-imported water, the "Franz Josef," contains 160 and 175 grains to the pound of solid matter.

This is much in excess of the quantities contained by either Hanyadi Janos, Friedenshall, or Aszotus. It is evidently the strongest water by far, whilst at the same time it fortunately happens to be almost tasteless.

Price, cent 50 per bottle; per dozen \$5.50.

We are sole agents in China for the sale of FRANZ JOSEF WATER.

Nos. 22 & 24, QUEEN'S ROAD CENTRAL, 1559

FRANZ JOSEF WATER.

Arrived.

DEPARTED.

Per Anjou, for Saigon, 100 Chinese.

Per Choo Fo, for Swatow, 1 European, and 100 Chinese.

Per Canton, for Swatow, 27 Chinese.

Per Fooji, for Haiphong, 1 Chinese.

Per Foyi, for Hoioh, 30 Chinese.

Per Taiyuan, for Shanghai, 2 Chinese.

The usual hours will be observed in closing the Mails, &c.

MAILED BY THE GERMAN PACKET.

The German Contract Packet Preussen will be despatched SATURDAY, the 29th Inst., with Mails for the United Kingdom, Europe, and places beyond the Mediterranean, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

No Credit given for bottles that are dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LTD.

19261 Hongkong, China, and Manila.

The publication of this issue commences at 7.00 p.m.

The China Mail.

HONGKONG, MONDAY, AUGUST 10, 1891.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL']

(Via Southern Line.)

ENGLAND AND EGYPT.

LONDON, 7th August.

Lord Salisbury has declined to entertain proposals regarding the evacuation of Egypt, informing the Turkish Ambassador that the time is inopportune for discussion.

The following American telegram throws some light on the above:—The game of diplomacy against England's retention of Egypt has already been reopened. According to the *Cologne Gazette*, the Sultan, acting under the prompting of French and Russian Ministers, recently held a council at which it was proposed the Porte should call a conference of the European powers to consider the question of evacuating Egypt.

LOCAL AND GENERAL.

PASSED SUM CASUAL.

OUTWARD BOUND.—Glendale, June 16.

Windsor, Metapago, 23; Angers, Pon-

dore, 23; Ruskin, 7; Crown of Aragon, 7; Giralfalco, Dret, 10;

Yorkshire, Mantua, 14; Gloucester,

Derbyshire, 14; Milan, 17;

London, 21; Paris, 21; Lyon, 21;

Portsmouth, 21; Bristol, 21; Cardiff,

Southampton, 21; Liverpool, 21;

Sheffield, 21; Hull, 21; Newcastle,

21; Sunderland, 21; Hartlepool, 21;

South Shields, 21; Middlesbrough, 21;

Teesside, 21; Stockton, 21; Hartlepool, 21;

South Shields, 21; Hartlepool, 21;

South Shields, 21; Hartlepool, 21;

South Shields, 21; Hartlepool, 21;

THE CHINA MAIL.

CHINA's foreign trade continues to expand. From the *Customs Gazette* for the second quarter of this year, it appears that the total collection at the nineteen treaty ports during that period was £16,630,000 against £16,549,200 during the same quarter of 1890. Hongkong trade also, despite the cry of depression, seems to have made satisfactory progress. The collection at Kowloon and Lappa was £16,200,000 against £16,253,000 in 1890.

The Court of Directors of the National Bank of China has issued a circular to shareholders, informing them that the connection between the Bank and the late firm of Russell & Co. has ceased; that all advances made are, with some minor exceptions, secured; and that they anticipate no ultimate loss from any business entered into, beyond the unavoidable preliminary expenses incidental to starting a new Bank.

The Directors are now making arrangements, with their legal advisers in London, relative to effecting certain alteration in the Memorandum and Articles of Association, which have become necessary in consequence of the retirement of Messrs. Russell & Co. from active participation in the management of the Bank.

When these are completed Shareholders shall be duly advised of same.

The extraordinary petition against the Sunday Bill has naturally evoked comment outside the Colony. The N.C. Daily News quotes the notorious heathenish sentence: "From an economical point of view they, the oldest, the most numerous and the most industrious of peoples, with a practical experience ranging over 2,000 years, know nothing of the need of a weekly day of rest, nor suffer and do not seem to suffer from it." And goes on to say: "How Mr. French must have chuckled to himself when he wrote this, and thought that people like Butterfield & Swire, Gibb, Livingston & Co., Holland, Wise & Co., Siemens & Co., and most of the agents and managers of the Banks and Insurance Companies, would put their names to it."

This tenderness for the feelings of the Chinese inhabitants of the British colony of Hongkong is phenomenal. Would these enlightened and presumably Christian gentlemen sign a petition in favour of the removal of all the telegraph, telephone, and electric light poles from Hongkong, if the Chinese, with a practical experience ranging over 2,000 years, declared that they ruined the *fung shui* of Hongkong, and had caused the present financial depression? Another obj'c'tion urged by the petitioners is, that for the sake of "a comparatively few officers and men" thousands of industrious Chinese will be thrown out of employment 52 days in the year; but there is no answer to the question how that the thousands of equally industrious Chinese at the treaty ports have put up for years uncomplainingly with being thrown out of work on Sunday.

By an Imperial Decree Huieh Fuchang, Chinese Minister to England and France, has been appointed Director of the Sacrificial Court.

GENERAL Tscheng Kiung-hang, we learn, has been arrested at Foochow, and is at present a prisoner there, though he is not submitted to the indignities of the ordinary Chinese gaol. He has applied to be sent to Tientsin, and to be allowed to make his explanations to the Viceroy Li in person.—N.C. Daily News.

We read in the *Peking Gazette* of 23rd July that at the request of Chang Yao, Governor of Shantung, Shéng Hsien-hai, Tactai at Chefoo, and Director of the Chinese Telegraph Administration, has been granted a button of the first class, in consideration of his having collected over £10,000 for famine relief, and seen himself that the money has been properly distributed.—N.C. Daily News.

The N.C. Daily News says:—The Russian man-of-war *Slovoch*, which arrived at Hongkong on the 26th ult., is on her way north. It is reported that she will be stationed at Hankow and that a Russian man-of-war will be kept at that port for some time to come. It is also said that the German gunboat *Wolff* will remain at Hankow till she is required to winter at Mientian.

The San Francisco News Letter of 11th July says:—The rickety old *Lancaster*, which arrived at Hongkong on the 26th ult., is on her way north. It is reported that she will be stationed at Hankow and that a Russian man-of-war will be kept at that port for some time to come. It is also said that the German gunboat *Wolff* will remain at Hankow till she is required to winter at Mientian.

The Tientsin correspondent of the *Shanghai Mercury* writes on 20th ult.:—Knowing you had been up North lately I was rather surprised not to see anything in reference to the gratuity (7) shown by the Viceroy, Li Hung-chang, to Dr Irwin. Li has treated the doctor in something the same way that he behaved to Admiral Lang. He is a nice old man, just as stanch as true (1) as he was with poor General Gordon, when that noble British soldier hundred around after him, and the *Yellow Peril*. One of our German friends got an idea in their heads that China and Tientsin and Li Hung-chang, in particular, could not get on without a full-blown doctor from Fatherland. Herr von Brandt and Baron Seckendorff have been communicating with on the subject, though it is a capital idea and lost no time in proposing to Li Hung-chang to have a first class medical cut from Germany to act physician to the Northern fleet and to attend to Li's household. As Herr von Brandt had obliged the great Li last autumn the Viceroy thought he could not do better than return the compliment, so he agreed to the proposal that a doctor should be obtained from Germany for a salary of £1,200 per month. Li, however, having heard of the fact, in his resignation last week, but it has not been accepted yet I am told. To-day I have heard a rumour that after all the German doctor may not come out as pressure has been brought to bear on Li Hung-chang, and he has been reminded what Dr Irwin has done for His Ex. and Lady Li.

The *Japan Gazette* says:—The task of pumping the water from the flooded workings at the Takashima mines is still proceeding, and it is expected that work will be resumed much sooner than was at first anticipated. Two fresh veins of coal have recently been discovered at the mines, one 8 feet in thickness and the other 18 feet, so the quality in both cases being equal to that of the coal hitherto produced at the Takashima mines.

The present condition of the Woosung port is the idea of making Woosung the port of Shanghai; and it is reported that a large English firm greatly interested in shipping has just secured a large tract of land at Woosung, and is negotiating for permission to reconstruct the port. It is hardly likely, however, that this is more than a rumour, for it is known that the Viceroy at Nanjing, Lin, has laid it down very strongly that title-deeds are not to be granted to foreigners for land outside treaty ports, and Woosung is not so recognised. As to the bar, it has its good and its bad times, and it is very doubtful whether the dredging has done it any permanent good. It seems likely to remain as erratic as it always has been, at one time making little or no delay to the arrival of large ships over a long and then for a time causing little or no delay to the largest vessels. N.C. Daily News.

Lord Li Ching-fang, Chinese Minister to Tokio, has been given leave during his period of mourning for his mother, and Wang Fung-tsan, a Hanlin man, now at Peking, has been appointed to act during his absence. The length of the leave granted to Lord Li is not stated, but it may be noted that it is most unusual for an official to be allowed to keep his post during mourning, and this concession is probably due to the influence of Lord Li's adopted father, the Viceroy Li Hung-chang. The new acting Minister is, however, First Secretary to the Chinese Minister at Berlin, Huieh Chih. If the Japanese powers are right, the necessary credit to Tokio will be given to the present moment is very unfortunate. He was recognised at Tokio as the ablest Minister that China has yet sent there, and was rapidly stifling the jealousies that have so long existed between China and Japan. His efforts to that end had been greatly assisted by the admirable bearing of Admiral Ting—who made himself most popular at Tokio and Yokohama, and the whole of the Chinese squadron. The Manchus, however, consider him a blustering article on Lord Li by saying:—"We must ride to the rescue, and resort to the skilful management of the Chinese Minister. He knows how to replace omitt by friendship. Such Ministers are very rare, and we venture to think that if Lord Li has accomplished so much in a short space of time, his continued residence in Japan may entirely change the feeling of this nation towards China."—N.C. Daily News.

CHINA'S HUMBUGGING.
THE DISSATISFACTION WITH THE REDRESS.
The following letter from the Wuchang correspondent of the N.C. Daily News shows some of the reasons why the British Government is discontented with the conduct of China in reference to the recent riot, and why the Western powers are encouraging joint action—action which might prove the beginning of the end of the Maochau power in China.

Wuchang, 1st August.—The following letter from the Wuchang correspondent of the N.C. Daily News shows some of the reasons why the British Government is discontented with the conduct of China in reference to the recent riot, and why the Western powers are encouraging joint action—action which might prove the beginning of the end of the Maochau power in China.

On the 2nd ult. the Emperor replied to the address of the Lord Mayor, expressing thanks for the welcome extended to him. He said that he would always, as far as it lay in his power, maintain the historical friendship existing between England and Germany. Continuing, he said: "My aim is above all the maintenance of peace for peace alone can give that confidence necessary to a healthy development of science, art and trade. Only so long as peace remains are we at liberty to bestow earnest thoughts upon great problems, the solution of which is the permanent duty of our time. I shall always be found ready to unite with you, with other nations, in the common labor for the peaceful progress, friendly intercourse and the advancement of civilization."

A deputation in the Guildhall followed the proceedings in the library.

The Emperor led the way into the tank hall, having upon his arm the Lady Mayors, Lady Savory. They were followed by the Prince and Princess of Wales and other members of the royal family. After refreshments formal speeches and welcomes were exchanged. The Emperor, sitting at the right of the Lord Mayor, and the Empress at the left, at 2.30 o'clock the imperial party returned to Buckingham Palace by way of the Thames embankment. The morning papers were reported on the route.

On the way to the Thames embankment, at Ludgate Circus, where the longer element of the city was packed in all the numerous thoroughfares branching into that much-crowded center, there were some exciting incidents. This rowdy element had been getting up steam on beer and gin for hours and had worked itself into a frame of mind well adapted to giving the Prince of Wales a sturdy but warm reception. While waiting for the heralds there were a number of excited images between horses and the police, in which the latter generally managed to hold their own, though the police, who were rustins being relegated to the rear and thence escorted to the nearest police station.

All this had been the tuning up of the mob, as it were, so that when the Prince of Wales' carriage appeared it was in a condition to do unpleasant things. The authorities, it is understood, received an intimation that the roughs were preparing to give him a distinctly hostile reception. At any rate, when the carriage containing the Prince and Princess of Wales passed through Ludgate Circus, where the longer element of the city was packed in all the numerous thoroughfares branching into that much-crowded center, there were some exciting incidents. This rowdy element had been getting up steam on beer and gin for hours and had worked itself into a frame of mind well adapted to giving the Prince of Wales a sturdy but warm reception. While waiting for the heralds there were a number of excited images between horses and the police, in which the latter generally managed to hold their own, though the police, who were rustins being relegated to the rear and thence escorted to the nearest police station.

Now, however, the fall of Falchi has put everything in peril. The Pope never has, and never will, enter into a coalition of this sort. As Falchi had placed a part of the Pope's papal money in Madrid and in Spanish speculations which at first brought good returns, and only lately decreased in value, the actual losses are not great.

Briefly, the situation is as follows: When Monsignor Falchi took the administration of the Vatican finances he had under his control about twenty-five million lire. The combination again did not succeed, but, as Lazarotti and Falchi, with the supposed support of the Vatican, were the promoters, it was believed at first that the Prince of Wales was in their plot. Falchi was called to order, afterward dismissed and the commission of cardinals, hitherto purely consultative, became a deliberative body.

Three years have elapsed since the Arch-

effort was first made to found a Catholic bank in New York, and then the Arch-bishop of New York was compelled to withdraw and disengage the responsibility of his predecessor in this direction.

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On the 2nd ult. Twenty or thirty men were arrested. Privately we know that the rumors of the various *parties* made a good thing by laying blackmail for immunity and a wagged tongue on the fatal night—the fine proportioned needless to say not to crime but to wealth.

Subsequently all were released but five; then, after pressure, five were re-arrested. No other arrests have been made.

July 4th.—Two of the murderers were privately executed in the Tsin-kiang, at Kiangsi, the country town.

July 6th.—The subordinate mandarin was removed from office, though not otherwise punished. An attempt was then made to regard the incident as closed, save for money compensation. After receiving most sanguinary representations, H.E. Chang Chin-chung consented to re-open the case.

As a result—July 20th-21st.—Three others confessed to murdering Mears Green and Argent, two more to beating the ladies and looting the premises, three to simple looting. Hitherto sentences have not been pronounced.

July 29th.—For the first time, fifty-four days after the riot, there were posted notices offering rewards for information. The head mandarin in Wuchang is still retained in office, though a promise was made to him that he should be degraded. It is however now circumstantially stated that he has been demoted to a salary of £100 per month. In Leith harbor he was received with a royal salute at the Imperial yacht passed out.

To show the tension of anxiety while the Emperor was in England, Inspector M. G. Williams told a sympathetic story at Hatfield House that nobody could even know the extent of the yards since July 4th. Every man known to entertain extreme views on social or political questions, whether he be native or foreign born, has been shadowed night and day to make sure that he committed no overt act against the Kaiser. The precautions that were taken by the railway company have been unprecedented. A man was scuttled on every

emphasis since; yet not a single person who printed or issued these incendiary publications has been arrested or punished. Now what is to be said of high authorities who have such a record to show eight weeks after a dastardly and murderous riot? Do they seem anxious to cover up their tracks? Do they do more than to cover up the shame that they are forced to come to? Moral force is but a moral force from the right quarters will be sufficient. The British Minister and the Foreign Office ought to realize that even a just and intelligent Chinaman, as we believe that Viceroy to be, is in deadly fear of losing his position before the foreign powers, and that nothing but consistent firmness will lead to justice for the past and security for the future.

The Duke of Connaught, while at Portmerrion, read a telegram from Lord Elgin to William, in which the Emperor said: "I cannot have the hospitalities of this country without thanking you and others for the very warm and cordial reception extended to myself and the Empress." The Duke of Connaught added: "When I accompanied the Emperor to the station yesterday evening he said that he had the for a foreigner to do that he was difficult to imagine himself; but it was difficult to imagine him himself to be a foreigner to a welcome which he had received."

He added: "I am a much for himself as for the grandson of the Queen."

Mr. Langtry, the English singer, who had been invited to sing at the coronation, had written to the Emperor to say that the mischievous themselves fired their house we have already recorded, and who has consistently done his best to obstruct justice—should not such a man be degraded? Should not at least the petty official who turned the ladies out to the mud to be punished as well as degraded? Would it not be amiss if his superior who returned from Europe had not the actions of the police placed before justice and speedily too?

Should not the whole world be shocked to see that the Emperor has

been allowed to go to the coronation?

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THE CHINA MAIL.

No. 8904.—AUGUST 10, 1891.

Mails.	
CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.	

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION.)

Empress of Japan | Tuesday | 1st August.
Empress of China | Tuesday | 1st Sept.
Empress of India | Tuesday | 22nd Sept.

THE R. M. S. EMPIRESS OF JAPAN,
1,600 tons, Captain R. E. R. R., will
sail at Noon TOMORROW, the 11th
August, from Her Majesty's Mails, will
arrive at VANCOUVER, via SHANG-
HAI, KOBE, INLAND SEA and YOKO-
HAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO One Way Fares.
4 12
Mea Moa

Vancouver Victoria, Es-
quimalt, New West-
minster, B.C. 225 338 394

Port Townsend Seattle
Portland, Ore., San Fran-
cisco. 255 383 487

Banff, Calgary Alta. 275 413 482

Minneapolis St. Paul, Du-
luth Minn. 285 428 499

Chicago, Ill., Kansas City,
St. Louis, Mo. 295 443 517

Milwaukee, Wis. 305 453 520

Detroit, Mich., Cincinnati,
Cleveland, Columbus, O.
Hamilton, London, Toron-
to, Ont. 305 458 534

Buffalo, Niagara Falls
N. Y. 310 465 543

Kingston, Ottawa, Ont.,
Montreal, Quebec, Que.
New York, Albany, Troy,
Rochester, N.Y. 310 465 543

Baltimore, Md., Philadel-
phia, Pittsburgh, Pa.,
Washington, D.C., Boston,
Mass Portland Me.,
Halifax, N.S., St. John,
N.B. 315 475 550

Liverpool and London via
Paris via Liverpool and
London. 325 485 550

Hamburg 335 495 560

2nd class steamer and 1st class on rail,
and 2nd class steamer and rail, also Stea-
mer Fares and Rates to other places, quoted
on application.

The Steamers call at Victoria to land and
embark passengers.

Return Tickets.—Time limit for prepaid
return tickets is reckoned from date of issue
to date of re-embarking at Vancouver.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of steamers.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services, to
European officials in service of China or
Japan, and to Government officials.

Cargo.—Strong Bills of Lading issued
to Japan, Pacific Coast Points, and to
Canadian and United States Points.

Consular Inventories of Foods for United
States Points should be in quadruplicate;
and must be sent forward by the
steamer to the care of D. E. Brown, Assistant
General Freight and Passenger Agent,
Canadian Pacific Railway Company, Van-
couver, B.C.

PARCELS must be sent to our office with
address marked in full by 5 p.m. on the
day previous to sailing.

For further information as to Passages
and Freight, apply to

**DODWELL, CARLILL & CO.,
Agents,**
Hongkong, August 10, 1891. 1447

**Occidental & Oriental Steam-
Ship Company.**

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

PROPOSED SAILINGS FROM HONGKONG,
Wednesday, Aug. 12.
Thursday, Sept. 3.
Saturday, Sept. 26.

THE Steamship GAILO will be
despatched for San Francisco, via
Yokohama on WEDNESDAY, 12th Inst.,
1891, at 1 p.m., connection being made at
Yokohama, with Steamers from Shanghai
and Japan Ports.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To San Francisco, Vancouver, etc.
Victoria, Requiaton New
Westminster, Port Town-
send, Seattle, Tacoma, Port
land, O. 225.00

To Liverpool and London. 323.00

To Paris and Bremen. 345.00

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services, to
European officials in service of China or
Japan, and to Government officials.

Passengers by this Line have the option
of proceeding Overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Return Tickets.—First Class.—Prepaid
return tickets to San Francisco will be
issued at following rates:—

4 months..... \$337.50

12 "..... \$292.75

Time in proportion from date of issue to
date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This allowance
does not apply to through fares from China
and Japan to Europe.

All Paid Packages should be marked to
address in full; and same will be received
by the Company's Office until 5 p.m. the
previous day to sailing.

Conular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the U. S. States, should be sent to the
Company's Office addressed to the Collector
of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 72 Queen's Road Central,
S. V. VAN BUREN,
Agent.

Hongkong, August 7, 1891. 1421

Mails.

NOTICE.
COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

COLOMBO, ADEN, SUEZ,

PORT SAID,

MEDITERRANEAN AND

BLACK SEA PORTS, ALEXANDRIA,

MARSEILLE AND PORTS

OF BRAZIL, AND LA PLATA;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

N.B.—Cargo can be taken on through Bills

of Lading for the principal places in

RUSSIA.

Mails.

NOTICE.
NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN,

SUEZ, PORT SAID,

BRINDISI, GENOA,

ANTWERP, BREMEN & HAMBURG,

PORTS IN THE LEVANT, BLACK

SEA & BALTIc PORTS;

ALSO,

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON & SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS

AND LUGGAGE.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at
Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the

shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Sections.

1. From Green Island to the Gas Works.

7. From Naval Yard to Blue Buildings.

2. From Gas Works to Jardine's Wharf.

8. From Blue Buildings to East Point.

3. From Jardine's Wharf to the Harbour Master's Office.

9. From Kellef's Island to North Point.

4. From Harbour Master's to the P. & O. Co.'s Office.

10. Kowloon Wharves.

5. From P. & O. Co.'s Office to Padda's Wharf.

11. Jardine's Wharf.

**HIPPINGS IN CHINA, JAPAN,
PHILIPPINES & SIAM
WATERS.**

WHAMPOA.

Vessel's Name. *Flag & Rig.* *Destination.*

Libella Brit. str.

Lyemoon Ger. str.

Peking Ger. str.

AMOY.

In port on July 28, 1891.

MERCHANT STEAMERS.

Sin Taiwan British

MERCHANT SAILING VESSEL

Bylgia Ger. bge.

Cedar Croft Brit. bge.

Luigio Raffo Italian bge.

Thoros Ger. bge.

Valkyron Brit. bge.

FOOCHOW.

In port on July 26, 1891.

MERCHANT STEAMERS.

Hesquin Chinese

Haiphong British

Finguey British

Tartar British

MERCHANT SAILING VESSEL

Rewa Brit. bge.

SHANGHAI.

In port on July 26, 1891.

MERCHANT STEAMERS.

Agamemnon British

Ashington German

Boulder British

Bombay British

Chefoo British

Chiuyen Chinese

Ella British

Fee-chou Chinese

Fu-Ping British

Glenavon British

Glenlyon British

Guy Manning British

Haeing Chinese

Hampstead British

Kaisar-i-Hind British